

GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT



Application No. 12601 of George Washington University, as amended, pursuant to Sub-section 8207.2 of the Zoning Regulations, for a special exception under Paragraph 3104.44 to continue the use of a parking lot under the university campus plan in the R-5-C District at the premises 2006, 2010-2016-2108 and 2024-2026 "G" Street, and 2007-2029 "F" Street, N.W., (Square 103, Lots 25, 812, 813 and 815).

HEARING DATE: March 15, 1978
DECISION DATE: April 5, 1978

FINDINGS OF FACT:

1. The subject parking lot is located on the south side of "G" Street between 20th and 21st Streets at 2006, 2010-2016-2018 and 2024-2026 "G" Street, N. W. and on the south side of "F" Street between 20th and 21st Streets at 2007-2029 "F" Street, N.W. and is in an R-5-C District. The lots are divided by a public alley running down the center of the square and parallel to "F" and "G" Streets. The lots on "G" Street are further separated by existing buildings located at 2008 and 2020 "G" Street.

2. By BZA Order No. 11278, dated January 31, 1973 the Board granted conditionally permission for the parking lot known as 2006, 2004-2010, 2016 "G" Street, N.W. and 2007-2029 "F" Street, N. W. to continue operation for a period of five years. By BZA Order No. 11799, dated February 7, 1975 the Board granted conditionally permission for the parking lot known as 2018, 2024 and 2026 "G" Street, N. W. to continue operation for a period of three years.

3. All of the lots are operated by Parking Management Inc. as one facility.

4. The subject parking lot is approximately 49,500 square feet and has a capacity of two hundred-twenty spaces. There is one driveway on "F" Street, N.W. which is twenty-five feet wide. All other access is from the alley. The lot operates from 7:00 a.m. to 9:00 p.m.

5. The subject lot is used for commuter parking and for commercial business in the area. It is used primarily for all day parking, in large part by employees of the International Monetary Fund and the World Bank. The part of the lot on "F" Street was obtained by the University from the IMF as part of a land exchange involving other property in the block bounded by 19, 20,

"G" and "H" Streets, N. W.

6. The parking lot is paved with an all weather impervious surface and is well maintained. A brick wall approximately three feet high is provided along the "F" Street frontage and wheel stops are provided along the "G" Street frontage to protect public space. An attendant's shelter is provided on the site.

7. The subject property is included in the George Washington University Campus Plan as approved by the Board. The property is designated for development in the second and third stage of the university campus development. The portion of the site located on "F" Street is to be developed with a parking garage according to the approved Campus Plan. That parking garage would extend from "G" Street to "F" Street in the middle of Square 103. The parking lot covers the major portion of this square with the exception that the properties along 20th and 21st Street are mostly developed with university related buildings and include the Scott Key Hall, Art Department Building and some fraternity houses.

8. The Municipal Planning Office, by report dated March 8, 1978, recommended approval of the application on the grounds that the subject lot is a temporary one and it serves the present parking needs in the general area.

9. The Department of Transportation, by report dated March 2, 1978 and at the Public Hearing, recommended approval of the application for no longer than a four year period at which time they would reevaluate a reapplication to determine the accessibility by transit of the facilities served by the subject parking lot.

10. Advisory Neighborhood Commission 2A opposed the application because of the longstanding problems the Foggy Bottom-West End area has had with the noise, congestion and pollution emanating from the thousands of vehicles driven by commuters which clog the neighborhood each workday. The ANC's Transportation policy is that they would oppose actions which would increase commercial parking in the subject area, although it is in favor of meeting the resident's needs for parking. It was stated that the policy of the ANC is strongly influenced by the city's policies toward transportation, particularly the emphasis on encouraging use of mass transit and discouraging the use of the private automobile.

11. The Board is required by statute to give "great weight" to the issues and concerns of the ANC. The Board finds that the ANC, in its report and testimony, has not specifically addressed the particular facts of this case, in that this application would

not increase commercial parking in this area, but rather would continue a lot already in existence. The Board finds that both the Municipal Planning Office and the Department of Transportation have recommended that the lot be continued for an interim period of time, noting that even though the Foggy Bottom Metro Station is in operation, general conditions in the area have remained the same during the past few years. The Board finds that conditions are not likely to change materially in the future until there is a greater Metro system in operation.

12. The Board finds that the concern of the ANC to support the policy of encouraging use of mass transit and discourage use of private automobiles is one which cannot be taken lightly. The Board finds that the existence of this lot does not serve to encourage use of mass transit, particularly as it relates to all-day commuter parking.

13. The West End Citizens Association and a private citizen in the neighborhood opposed the granting of the application. They concurred with the grounds stated by the ANC and, in addition, felt that developers and the applicant were tearing down houses instead of rehabilitating them and then seeking approval of parking lots.

14. The Board finds that these lots have been in operation for many years, and that regarding this application, no houses have been torn down.

CONCLUSIONS OF LAW:

The Board concludes that an application for a special exception must be judged on the basis of the criteria set forth in the Zoning Regulations. The Board concludes that in this application, the application does comply with the requirement of Paragraph 3104.44 of the Zoning Regulations. The Board concludes that this lot by itself does not reasonably contribute to adverse traffic effect, and that the operation of the lot to this point has not had an adverse effect on the present character or future development of this area. The lot is at present reasonably necessary for existing use in the area.

The Board concludes that it has given great weight to the issues and concerns of the Advisory Neighborhood Commission, but that the circumstances surrounding the present application are not such that the application falls within the objections of the ANC. The Board does conclude, however, that as the availability of mass transit increases with the opening of more Metrorail routes, it will be appropriate to review parking lots to determine if they are still reasonably necessary to the area in which they are located.

The Board takes note of the need for parking to serve the students, faculty, staff and visitors of the University. The Board notes that development of the property for use by the University is scheduled for some uncertain time in the future.

The Board notes that two other parking lot applications by the University were heard and decided by the Board at the same time as the present case. These applications can all be distinguished individually; this one is for the continuation of a commercially used lot, case 12610 is for the establishment of a new University lot and case 12611 is for the continuation of a University used lot.

It is therefore hereby ORDERED that this application is GRANTED subject to the following CONDITIONS:

- a. Approval shall be for a period of ONE YEAR which shall be subject to renewal in the discretion of the Board upon the filing of a new application in the manner prescribed by the Zoning Regulations.
- b. All areas devoted to driveways, access lanes, and parking areas shall be maintained with a paving of material forming an all-weather impervious surface.
- c. An eight inch coping shall be erected and maintained along each side of all driveways to protect the public space.
- d. Bumper stops shall be erected and maintained for the protection of all adjoining buildings.
- e. No vehicle or any part thereof shall be permitted to project over any lot or building line or on or over the public space.
- f. All parts of the lot shall be kept free of refuse or debris and shall be paved or landscaped. Landscaping shall be maintained in a healthy growing condition and in a neat and orderly appearance.
- g. No other use shall be conducted from or upon the premises and no structure other than an attendant's shelter shall be erected or used upon the premises unless such use or structures are otherwise permitted in the zoning district in which the parking lot is located.
- h. Any lighting used to illuminate the parking lot or its accessory building shall be so arranged that all direct rays of such lighting are confined to the surface of the parking lot.

- i. At the time of filing an application with the Board for renewal of the parking lot, the applicant shall submit to the Board the following information:

1. The nature of the relationship between the University and the World Bank and the International Monetary Fund regarding the property.

2. An estimate of when the University will cease using the lot for commercial parking, specifically including when the World Bank and the I.M.F. will no longer use the lot.


3. The future plans for use of the lot by the University specifically including the use to be made when the commercial parking operation ceases.

VOTE:

4-0 (William F. McIntosh, Charles R. Norris, Chloethiel Woodard Smith and Leonard L. McCants)

BY ORDER OF THE D. C. BOARD OF ZONING ADJUSTMENT

ATTESTED By:


STEVEN E. SHER
Executive Director

FINAL DATE OF ORDER: 26 APR 1978

THAT THE ORDER OF THE BOARD IS VALID FOR A PERIOD OF SIX MONTHS ONLY UNLESS APPLICATION FOR A BUILDING AND/OR OCCUPANCY PERMIT IS FILED WITH THE DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT WITHIN A PERIOD OF SIX MONTHS AFTER THE EFFECTIVE DATE OF THIS ORDER.